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#RebuildingCA

Senate Bill 1

The Road Repair and Accountability Act

Senate Bill 1



- SB 1 focuses on “fix-it-first” improvements to neighborhood streets, highways, and bridges, improving safety, accessibility and travel for all users of roadways—vehicles, public transit, bicyclists, and pedestrians.
- SB 1 provides historic levels of funding for public transit and nearly doubles funding for the Active Transportation Program.



Overview of SB 1 Investments



SB 1's investment in transportation is split equally between the state and cities and counties.



\$26 Billion for
Cities and Counties
over 10 years



\$26 Billion for State
investments over 10
years

Fix-it-First Priority



For State Highways, by 2027 Caltrans will repair or replace



17,000 MILES
OF PAVEMENT



55,000 CULVERTS
OR DRAINS



7,700 SIGNALS, SIGNS
AND SENSORS



500 BRIDGES

Strategic New Investments

(10-year funding)



New Funding to Transit
Agencies to help them increase
service and build capital
projects: **over \$7.5 billion**



Bike and Pedestrian Projects:
\$1 billion



Trade Corridor
Enhancement Program:
\$3 billion



Solutions for Congested
Corridors Program:
\$2.5 billion

Planning Grants



- \$25 million per year to local and regional governments for planning grants to revise local growth plans consistent with the requirements of SB 375
- \$20 million to fund climate adaptation plans.

Sustainability Provisions



Under the Road Maintenance and Accountability Program, Caltrans and cities shall do, where feasible and cost effective, all of the following:

- Use advanced technologies and materials that reduce levels of greenhouse gas emissions;
- Use advanced technologies and communications systems to accommodate advanced automotive technologies (e.g., autonomous vehicles);
- Include features in the projects to better adapt the asset for climate change;
- Incorporate complete street elements into projects funded by the program.

(SB 1 - Chapter 2, Section 2030 (c)-(f))

Sustainability at Caltrans



- SB1 requires Caltrans to update the Highway Design Manual to incorporate the “complete streets” design concept.
- SB 1 creates the Advance Mitigation Program at Caltrans with \$120 million in start-up funds to identify important project mitigation early in the project development process and improve environmental outcomes from mitigating the effects of transportation projects.

10-Year Allocation per Program



STATE

| | |
|-------------------------------------|-----------------|
| ➤ Highway Rehabilitation Program | \$14,894 |
| ➤ Bridge and Culverts | 4,000 |
| ➤ Trade Corridor Enhancement | 3,059 |
| ➤ Congested Corridor | 2,500 |
| ➤ Parks | 823 |
| ➤ Agriculture | 258 |
| ➤ STIP (State share) | 331 |
| ➤ Freeway Service Program | 250 |
| ➤ RMRA- Administration | 38 |
| ➤ Transportation Workforce Training | 50 |
| ➤ UC/CSU Transportation Research | <u>70</u> |
| State Total | \$26,273 |

LOCAL

| | |
|--|-----------------|
| ➤ Local Streets and Roads | \$14,833 |
| ➤ State Transit Assistance | 4,255 |
| ➤ Transit & Intercity Rail Capital Program | 2,970 |
| ➤ Local Partnership | 2,000 |
| ➤ Active Transportation | 1,000 |
| ➤ STIP (Local Share) | 993 |
| ➤ Commuter Rail & Intercity Rail | 442 |
| ➤ Local Planning Grants | 250 |
| ➤ RMRA - Administration | <u>38</u> |
| Local Total | \$26,782 |

Timeline* & Resources



| PROGRAM | Develop Guidelines | Adopt Guidelines | Applications Due | Program Adoption |
|--|--------------------|------------------|------------------|-----------------------|
| Active Transportation Program | Jun-17 | Jun-17 | Aug-17 | Oct - Dec 2017 |
| Transit Capital Grants (<u>CalSTA</u>) | June - Sept 2017 | Sep-17 | Dec-17 | Apr-18 |
| Congested Corridor Program | June - Oct 2017 | Dec-17 | Mar-18 | May-18 |
| Trade Corridor Enhancement | June - Nov 2017 | Jan-18 | Feb-18 | May-18 |
| Local Partnership Program | June - Sept 2017 | Oct-17 | Mar-18 | May/June 2018 |

Resources: www.rebuildingca.ca.gov
www.catc.ca.gov/programs/SB1.html
www.calsta.ca.gov www.dot.ca.gov

*subject to change